



2006~2



**JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF
AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

COPYRIGHT 2006 by the Ships-in-Bottles Association of America. ALL RIGHTS RESERVED. No part of this manuscript may be reproduced in any form without the express written permission of the publishers.

MEMBERSHIP in the Association is open to any person, regardless of ability as a Ship-in-Bottle builder. For a membership application, please write to the Membership Chairman—Don Hubbard, P. O. Box 180550, Coronado, CA 92178-0550 U.S.A. ANNUAL DUES ARE \$ 25.00 per year, for both North American and Overseas members, except for Overseas members wishing to receive The Bottle Shipwright, via First Class Mail. The dues for those members are \$28.00 per year. Dues should be sent to Don Hubbard at the above address.

DO NOT SEND CASH. SEND CHECK OR MONEY ORDER ONLY.

ARTICLES & PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED. Articles taken from another publication will not be used without express written permission, from that publication.** A copy of the permission slip to be used appears in each issue of THE BOTTLE SHIPWRIGHT. Anyone submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above

DEADLINE for submission is the second month of each quarter.

BACK ISSUES of The Bottle Shipwright are available from SAUL BOBROFF, 31 WASHINGTON STREET, BEVERLY, MA 01915 U.S.A. Cost is \$4.00 per issue for North American Members including postage. Overseas members cost is \$6.00 per issue. Please send check or money order payable to Saul Bobroff. **PATCHES** for the Ships-in-Bottles Association of America are available from RAY HANDWERKER, 5075 FREEPORT DRIVE, SPRING HILL, FL 34606. Please send check or money order payable to RAY HANDWERKER. The 4 inch embroidered patches are \$3.00 each.

Association Officers

JACK HINKLEY.....President
CHARLES HAND.....Vice President
DON HUBBARD.....Membership
ADAM MELLO.....Treasurer
RAY HANDWERKER.....Editor / Decals
SAUL BOBROFF.....Back Issues

We would like to invite you to join us. Current dues are \$25.00 in U.S. currency, and checks should be made out to S.I.B.A.A. Please send to:

Don Hubbard, Membership Chairman
P.O. Box 180550
Coronado, CA 92178-0550

APPLICATION FORM

Order Blank		Full name: _____		Date: _____	
To: Ray Handwerker, 5075 Freeport Dr., Spring Hill, FL 34606		Address: _____			
From:		City: _____		State: _____ Zip: _____	
Name: _____		Telephone: _____		E Mail: _____	
Address: _____		Please briefly indicate your interest and experience with bottled ships: _____			
City: _____ State: _____ Zip: _____		_____			
Please send:		_____			
() 4 inch Embroidered Emblems @\$3.00		_____			
Total Enclosed:		_____			
DO NOT SEND CASH- Check or Money order Only. Made payable to Ray Handwerker, 5075 Freeport Dr., Spring Hill, FL 34606					



The Bottle Shipwright

Volume -24.

Number -2.

ONTRE COVER- A gathering at happy-
-ness park in mother goose land by
Burton D Reckles.

BACK COVER- An unnamed ship in a bottle
by new member Tim wilson.

TABLE OF CONTENTS

The Lighthouse, from Bob DeJongste-----	Editor Page.
Now Hear This, by Don Hubbard-----	3.
5 Masted Barque "Kobenhaven" Plans-Vidar Lund-C.Hand-----	4.
Letters From the Members-----	5-7.
Inside Bottle/Bulb Measuring tool, by John Fox III-----	8-11.
Break it? part II, BY Don Hubbard-----	12.
Best of Bottle Shipwright, by Don Hubbard-----	13-14.
Ready for the Deluge, from Bob De jongste-----	15.
Making a Sail, from Duncan Gray-C.Hand-----	16.
A Decorated Mount for a Gallon Jug,by Charlie Long-----	17-19.
Humor-----	20..



THAT'S ALL

.....ATTENTION ON DECK!

THIS IS THE CAPTAIN!!

It has come to our attention from a number that our journal, THE BOTTLE SHIPWRIGHT, is in need of improvement and some of the improvements are apparent in this issue. It is our hope that you, as members, will find it to your liking.

I will confine my remarks to encouraging you, as members, to help in making our journal a better publication by submitting SIB material in any form to Ray Handwerker so that he can include them in THE BOTTLE SHIPWRIGHT. Our Journal is important in keeping our Association together.

Members, old and new send photos of your work, details of your methods and any SIB ideas to Ray for publication. You just might be helping a bottleship builder solve a problem, or he might be helping you.

Let Ray hear from you-----OFTEN.

HIT THE BOTTLE

Jack

Note from the Editor,.

I have been asked to make some changes to the Bottle Shipwright, which I will do and I hope they meet with your approval. One change that I will Not make is the removal of the PERMISSION TO PUBLISH page. When I took over this journal, I was advised by The Editor of the German SIB Journal that he had received some material from a member and had used it in the journal. He was sued by the member(who also sent it to me to use, fortunately I didn't) and it cost him money out of his pocket. The English journal also uses a Permission slip now.

Send Material for the Editor to----
5075 Freeport Drive, Spring Hill, FL., 34606.
E-Mail-btlshprt @ innet.com.

Ray Handwerker

My apologies for being late with this issue, An eleven day hospital stay and three surgeries had something to do with it. Recovering slowly. Our prayers go out to member Tom Smith on the loss of his son Matthew from a massive heart attack.

You will notice with this issue some changes are being made, and as I stated in my note on the Prez Sez page, the only protection I as editor have against a frivolous law suit IS the Permission To Publish page. SO IT STAYS or I Go. Enough said. Also the E-Mail page will appear once a year as a separate insert in the journal. So please keep sending any changes to your E-Mail addresses. Other changes should be evident, We are trying to save money so as not to have to raise your dues. And last I'am out of ship plans so I will be using some of the past issue plans until I can get some new ones.

Now, lets refill those bottles.



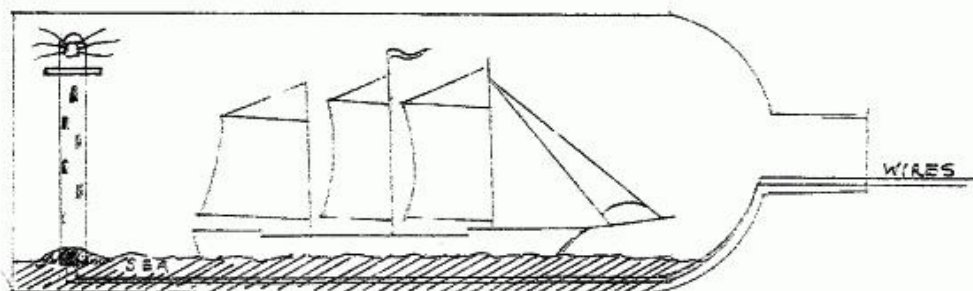
WELCOME ABOARD NEW MEMBERS.

Joe Davie, 4331 East Second St. Duluth, Minnesota, 55804-1808.
Noble E. Johnson, 3005 Rollingwood Dr. Tyler, Texas, 75701.
Tim Wilson, 3445 Gladstone La. Amarillo, Texas, 79121.
James N. Treadwell, 824 East Ave. Coronado, California, 92118.

There were no address changes with this issue.

THE LIGHTHOUSE.

In Bottleshipwright 2005-1 I showed you my views about making a working light-house in a bottle. A friend of mine, who is allergic to dentists, shuddered at the very thought of drilling a hole through the glass of the bottle and he suggested to hide the electric wires under the putty-sea and then through the bottle-neck. Brilliant idea, but where to put the battery? Further experiments showed that a 3 Volts Lithium button-cell (12.5 x 2 mm) can do the job. We ran the cell connected to a LED continuously for several days and nights and she was still working after 7 days, which is amazing. I tried to hide the cell into the cork, but I have not found a good clean solution yet. Perhaps one of you can solve the problem so that the cell also acts as an on and off switch at the same time. I hope to hear from you via our journal. Bob de Jongste.



NOW HEAR THIS!

Our volunteer archivist Bob Little of Port Hueneme, California has done an astonishing and valuable thing.

AVAILABLE NOW: the first 80 issues of Bottle Shipwright completely archived on a self-loading compact disk. This includes all back issues from 1983 through 2002. Any page of any issue can be selected and viewed, and the comprehensive index lets you pick the subject, whether plans, instruction, new techniques and materials, or general reference information.

Anyone with a computer with a CD drive will be able to read, enjoy and download articles from this self-loading disk.

As you know, Bottle Shipwright is not written by one person, but by builders who submit articles from all over the world. This is why this archive is so valuable, The variety of ship-in-bottle information is staggering. An invaluable reference.

The disk, in a durable case, is available to members of the Ships-In-Bottles Association of America for \$40.00 which includes shipping. Non-members can obtain the disk for \$65.00 which includes one year membership in the Association.



ORDER FORM

Name: _____

Address: _____

City: _____ State _____ Zip _____

Country: _____

Number of copies _____ Check for \$ _____, enclosed.

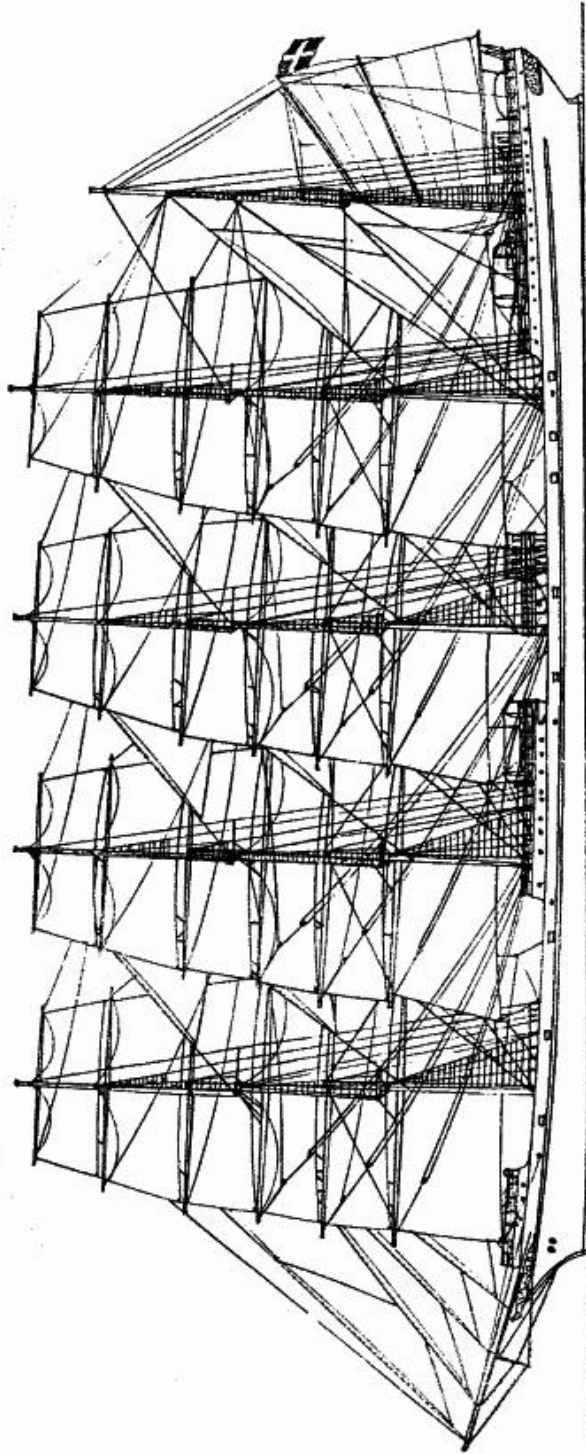
Send to Don Hubbard, PO Box 180550, Coronado, CA 92178

Need further information? Contact me at my new E-mail address:
hubbarddon@SBCglobal.net

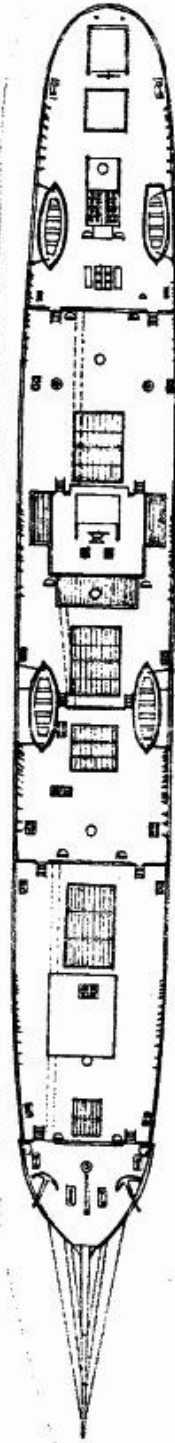
3.

KØBENHAVN

4.



V.L.-89





We start this from the members with four new members to welcome. Joe Davis, of Minnesota, I received no information about his experience. Noble Johnson, of Tyler, Texas, who has made 11 SIB's since last year and is now working on " Neptune & the Mermaid " as in Jack Needhams book. (send in a photo for the Bottle shipwright when you finish it) Jame Treadwell, of Coronado, California, also no info as to experience. And Tim Wilson, of Amarillo, Texas, who started building a SIB about 6 months ago. (Tim , you to send in a photo of your finished work).

Remember, that this is your journal, it is about you , what you do, and how you do it. We need your input to keep going. Photos of your work, hints, tips, articles.

Allan Campbell our member from Biloxi, Mississippi is slowly recovering from hurricane "Katrina" He was able to recover most of his SIB tools and is in the process of building two fishing schooners. (in answer to your question Allen the photo's can be either color or black and white. Just be careful with the flash) good luck with the new hurricane season starting.

Alex Cuthbert, of Syracuse, New York, sent in the photo below of a novel way to display his SIB's , as handles for his canes. Well done alex. (He named it Bottle ships for walking sticks.

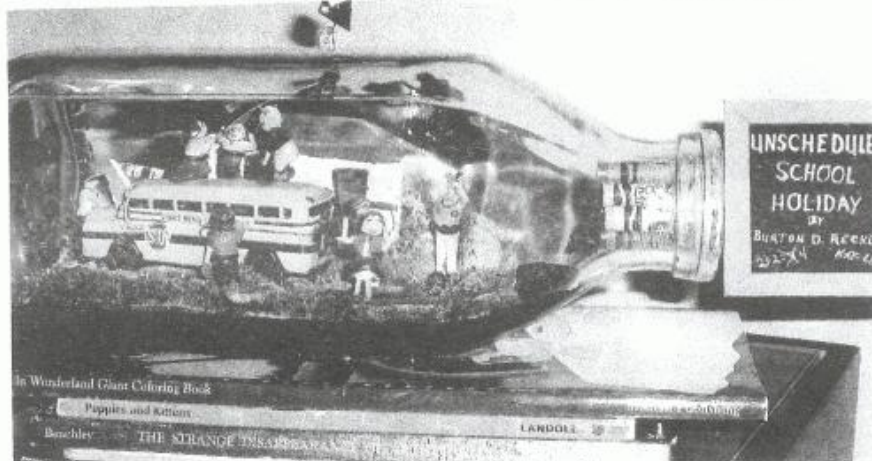
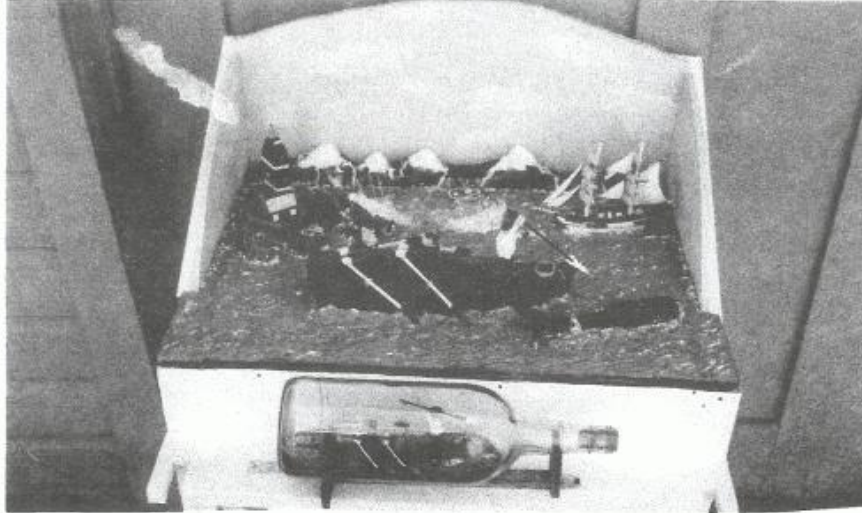


Headlines from the year 2029.

- * Ozone created by electric cars now killing millions in the seventh largest country in the world, Mexifornia, formerly known as California. White minorities still trying to have English recognized as Mexifornia's third Language.
- * Spotted Owl plague threatens northwestern United States crops and livestock.



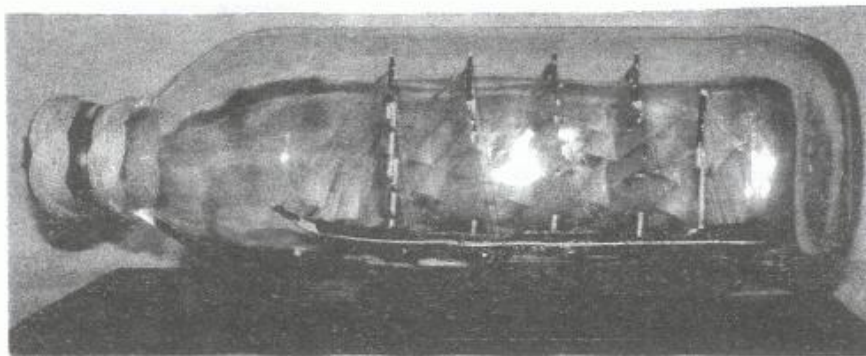
Another photo of Alex Cuthbert's work. A diorama of Whaling, Alaska 1860's. below it is the same crew in a 1.75 ltr bottle.



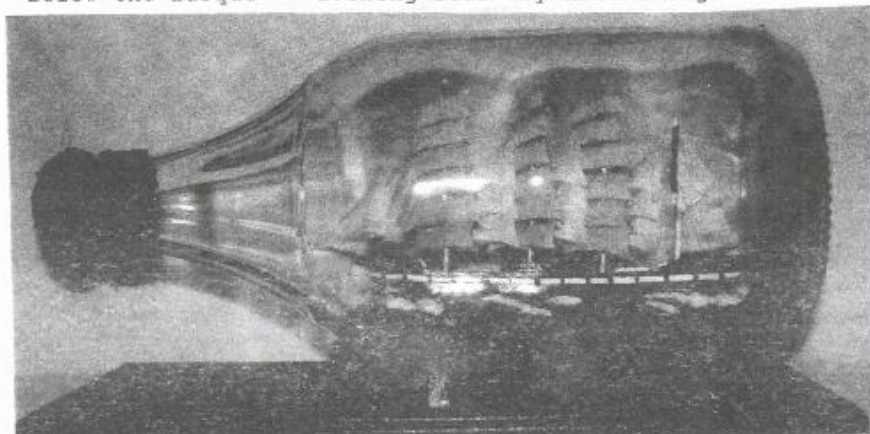
Above from Burt Reckles. The school bus was in two halves (top and Bottom) pegged to fit together in the bottle. Steam coming from the bus radiator is cotton wisps. The kid painting a heart on the bus put my wife and my initials on it. The girl kite flyer and mooning guy were pegged onto the bus roof after the bus was assembled. The house was built in 3 pieces and assembled inside the bottle. The scenery is all model railroad supplies, and the bottle cork is crayons glued together to fill the neck of this old milk bottle.

6.

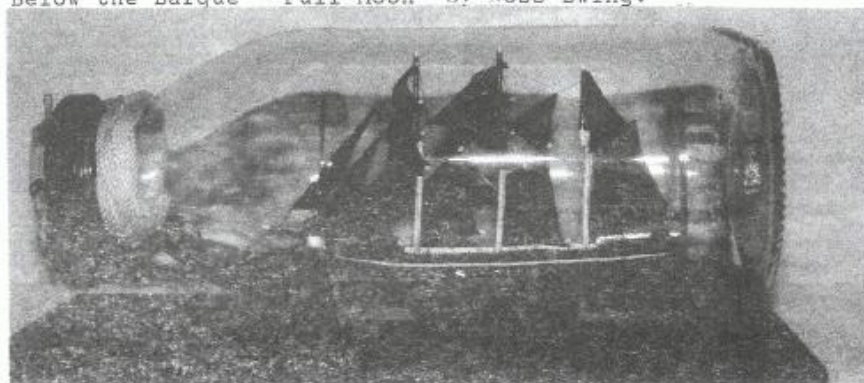
From Ross Ewing of N.S.W. Australia.
Below the Barque "Morning Sart"



Below the Barque "Evening Star" by Ross Ewing.



Below the Barque "Full Moon" by Ross Ewing.



Inside Bottle/Bulb Measuring Tool

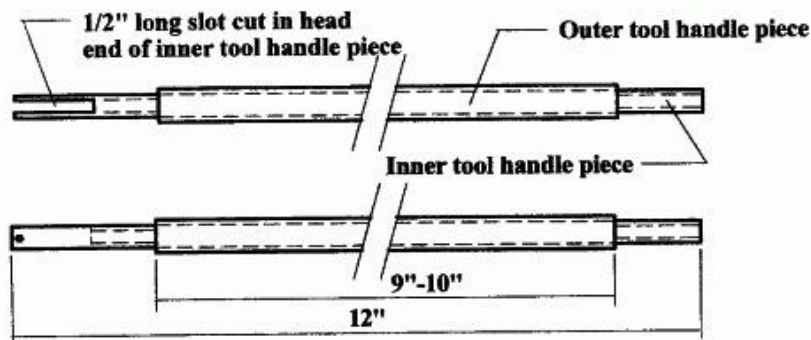
By John Fox III

Here is a nifty little tool you can easily make for yourself to measure the exact inside dimensions of almost any bottle, or light bulb. The tool is made from square, nested brass tubing and a small amount of music wire. The only tools required for it's construction were a Dremel Moto-Tool, with a cutoff wheel, some emery cloth, a needle nose pliers, a small punch and a tack hammer, a pin vice and small diameter drill bit.

The tool is made up of two basic parts, the handle and the measuring head. The handle is two pieces of square, nested brass tubing. The outer, larger sized, tubing is cut 2" or 3" shorter than the inner tube. The inner tube has a slot cut about $\frac{1}{2}$ " into it's head end, the slot being widened to the same size as the inside of the tubing.

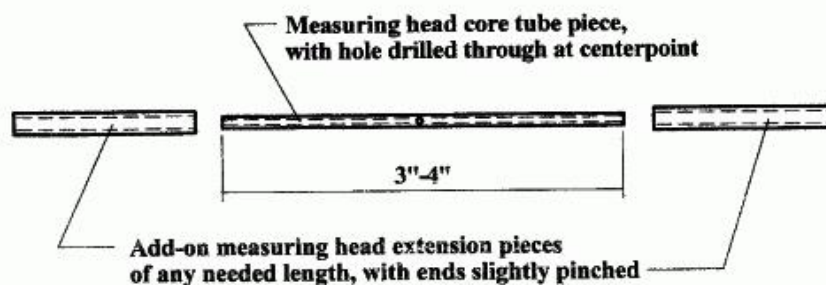
The slot was originally cut with the Dremel Moto-Tool and thin cutoff wheel, then widened using the same tool. The slot was finished on the inside with some emery cloth, so that the next sized square, nested tubing would fit between the "forks" of the slot easily.

Tool Handle



The measuring head of the tool was made from a number of pieces of square, nested brass tubing. The "core" of the measuring head was the smallest tubing used, and is the next nested size smaller than the inner handle tube piece. A 3" to 4" long piece of this smaller tubing was cut, and then placed between the forks of the slot of the inner handle tube so that the tubes were perpendicular, and the center point of the smaller tube was at the slot in the handle piece.

Tool Measuring Head

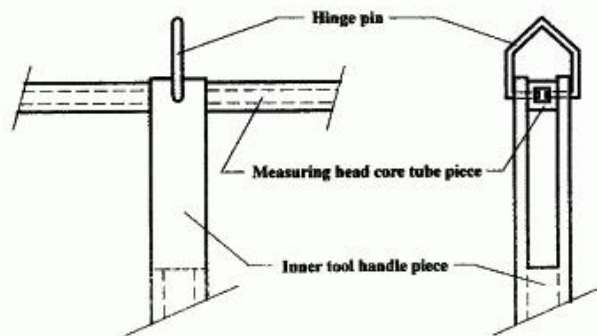


A hole was then drilled through both the forks of the inner handle and the core of the measuring head tube, close to the end of the forks and at the center of the core piece. A piece of music wire was then bent into a sort of pentagonal shape, so that the two ends met at the halfway point of one of the sides of the pentagon. This wire piece was then spread apart just enough to feed the two ends into the holes in both the forks of the handle tube and the holes in the core of the head piece, on each side. The wire was then pinched together slightly, so that it would stay in place.

Measuring Tool Hinge Pin



Measuring Tool Assembly



At this point the measuring head of the tool can swivel to any angle that the slot will allow it to reach, but it is limited to it's own length. Movable extensions of the measuring head are added by using the next larger size of square brass tubing, that just fits over the core piece of the tool's measuring head. Various lengths of this tubing can be cut, then both ends of these extension pieces are pinched in slightly, using a punch and small/tack hammer. Further extension pieces can be added, made from the same sized tubing as the core of the measuring head. In this way you can make the measuring head just about any size necessary.

The exact size of the tubing used can vary, depending on the overall size of the finished tool that is needed. I made my own tool from the smallest square brass tubing that was available to me, but larger tools can easily be made with larger tubing.

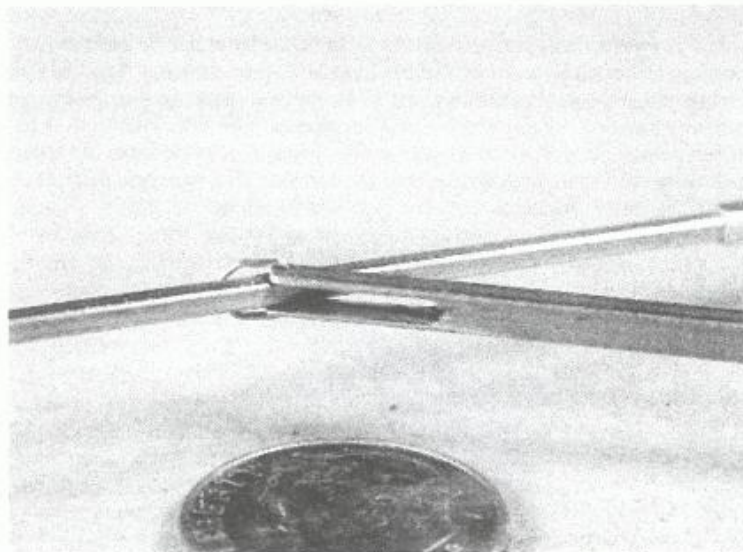


Photo #1: Here is a photograph of a completed measuring tool, with a good view of the slot in the handle piece and how the basic parts of the tool are assembled.

The operation of the measuring tool is quite simple. The measuring head is made so that it can swivel easily, in order to be able to collapse the head of the tool to make it fit through the neck of the container. The outer handle tubing is shorter than the inner handle piece so that the outer piece can be slid back and forth. Once the head of the tool is far enough inside the container, the outer handle piece held in one hand and the end of the inner handle piece held in the other, the outer piece can be slid forward as far as possible, forcing the measuring head end of the tool perpendicular to the handle. As long as pressure is kept on the handle pieces, the tool can be moved back and forth inside the container, all the while keeping the measuring head perpendicular to the handle piece.

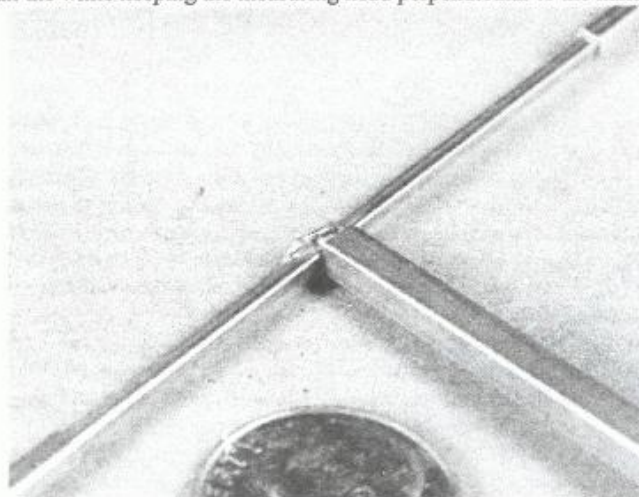


Photo #2: This photograph shows the measuring tool fully "closed", the outer handle piece forcing the swiveling measuring head perpendicular to the handle.

10 •

The measuring head of the tool can be made literally as long as necessary, by adding inner and/or outer pieces of the same square brass tubing to either, or both, ends. There is a limit as to how small one collapse the tool to fit through the container neck though, the longer the measuring head end is made the larger the opening must be to fit the collapsed tool through.

One "trick" that can be used to measure larger containers with small openings is to make one end of the measuring head longer than the other, and swiveling it for insertion so that the longer end is fed in first. If the difference in the lengths of the end of the measuring tool are too different though it makes closing the tool tightly difficult as the handle is not centered inside the container.

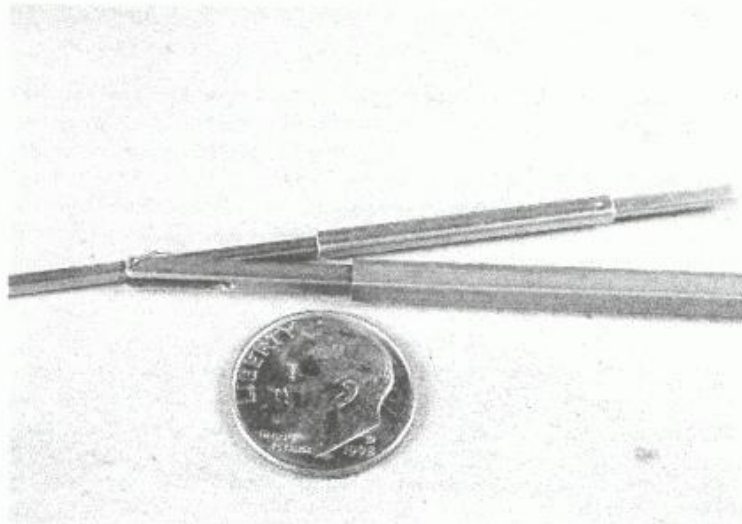


Photo #3: This photograph shows how small the tool I built can be collapsed, with my usual dime for size comparison. The measuring head is set for approximately 5" to 6" for this photo, and it can be easily inserted through a $\frac{3}{4}$ " neck opening.

Using the tool requires first making a "guestimate" of the inside dimension of the container, and setting up the measuring head end of the tool to this length. The tool is collapsed and fed through the neck of the container, then "operated" so that the measuring head is perpendicular to the handle. If the tool will not "close" all the way, the tool is removed and the measuring head made a slight bit smaller and the tool operated inside the container again. This is repeated as often as necessary to get an exact measurement of the inside dimension at any given point. If in the original test of the measurement the measuring head was too short, the same procedures of removing and changing the measuring head length were repeated.

One nice feature of the rigidity of the tool when the outer handle is pushed tightly to the measuring head is that one can move the tool back and forth inside the container, to determine if the inside dimension is the same throughout. If one happens to build ship in bottle/bulb models that fit as closely as possible to the inside of the container, it can be very helpful to know the inside dimensions of that container at every point.

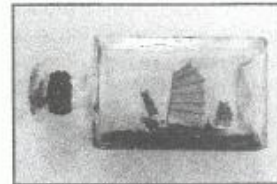
"Break it??? Is that what you said???"

"Yup! That's what I said. That's the only way I can save the model."

"Oh my God!"

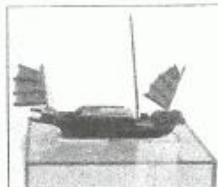
(Continued)

In the last issue I took you through the procedure necessary to remove a model from a bottle that had a crack in it. I had to break the bottle to retrieve the model. But at the time I really didn't know how I was going to rebottle it. I had to do some thinking and come up with some new answers. Oh boy! Did I have to do some thinking.



Hal Junk before crack

First I had to repair some damage that occurred when the bottle was broken. Following that I had to essentially derig the vessel and start over. I made life a little easier for myself by using a plastic box with removable top as my work stand. This way I could keep excess materials and pieces in the box until ready for use. I could also attach the model to the box with two-sided sticky tape. Perhaps, best of all, I could anchor my various lines to the side of the box using Scotch tape. This works great. You can see the tape on the box side on the first photo of the series.



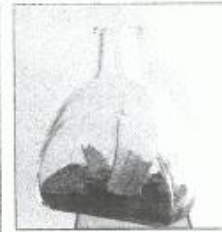
On the stand - rerig begun



Masts folded for insertion, mainsail alongside



Hull inside-mainsail outside



Mainsail in and ready to tension up

The original model was made in 1980, so I was a bit fuzzy about how I had gotten it in the bottle the first time. The initial problem was the main mast, which had to fold down above the cabin. I solved this by inserting two posts, one on either side of the mast and boring swivel holes in the tops, high enough to allow the mast to pivot. This arrangement was present on the original 30' junk that I owned and rebuilt. The nautical term for this is *tabernacle*, which is defined as a boxlike support in which the heel of the mast rests. It is a take off on the famous *Hinkley Hinge*, which you can find in Appendix 1 of the second and third editions of my book.

But this was not the only problem. Junks don't have fore and aft stays like most sailing ships have. The fore and aft sails have braces that they lean against (hence they are at an angle) and they are supported by 4 stays that angle out, two to a side. These attach inboard, below the gunwales. So to get this thing to work I decided to fold the fore and aft masts forward, and the main mast back. The sails on the two smaller masts were small enough to leave attached to the mast and still fit into the neck of the bottle.

The big mainsail, however, was a different story. It could not wrap around the hull because of the bamboo slats, so it had to be tied at each end with threads that ran through holes in the mast to allow it to be pulled into place later, after the ship was in the bottle. This was no fun and led to a tangle which took two hours to unscramble. But it worked.

Of course, as part of the process there were other things that were part of the learning process. The original junk had standard Manila line for all the rigging. Since this is a light tan in color I used tan-colored thread on the model. Then a bright idea hit me. Why not use colored magic marker to color the ends of the threads according to the mast they controlled? I colored the aft sail thread red, the main mast thread black and left the foremast thread gold. The threads that were later used to cinch up the main were colored green. Easy identification without the necessity of putting little tags on the threads.



In the bottle with all sails set

In retrospect, I will say, as I did several times during the rebuilding, "I would rather bottle ten standard models with fore and aft pulling stays than one Chinese one with a strange rig."

Don



The Best of Bottle Shipwright/1984-1- page 5

P. D. DEACON (MILL BAY, B.C. CANADA) who has been building bottled models since 1939 and who recently completed his 235th model uses bamboo chopsticks for masts, yards and bowsprit. He cuts the material into squared off pieces, marks and drills his holes and then sands it into the round. This makes for an easier start for drilling and insures that fore and aft and athwartships holes are at right angles. He uses yellow cedar for the hull and putty for the sea, mixing in the paint by hand before inserting into the bottle.

LEE DEZAN (SAN DIEGO, CA) has suggested using fine strips of painted bamboo to delineate waterlines, etc. Many of you already use thread for this purpose, but the bamboo can be very finely stripped from one of the readily available cocktail skewers, and can be painted to any desired color.

DON HUBBARD: Bamboo is also a fine choice for strong masts and spars. The same longitudinal fibers that provide the thread-like material described above also provide a great deal of strength around drilled holes. As a result there is less possibility of breakage as the model is slipped through the neck of the bottle. For those of you who have had problems with bamboo splitting while being drilled you may have a dull drill bit or you may be applying too much downward pressure. If you are drilling close to the base of a bamboo mast to install a "U" shaped wire hinge and worry about a split there, you can reinforce the material with a small clove hitch glued in place below the hole.

Also, I have solved my own magnification problems by buying some "eyeglasses" at the drug store. In reality these are nothing but magnifying lenses which come in various strengths designated +1 to +4, and by using the half lens type I can look above them if I need to see normally. I can also combine two pair for still greater magnification in an emergency. Just don't let anyone look in on you when doing the latter. You might be hauled off. I should also add that these lenses work for me because I have essentially normal eyes. That is, the only correction I need is due to the usual increased reading distance that comes with age. Very probably if your eyes require more sophisticated corrective lenses the Optivisor suggested by George is the better choice.

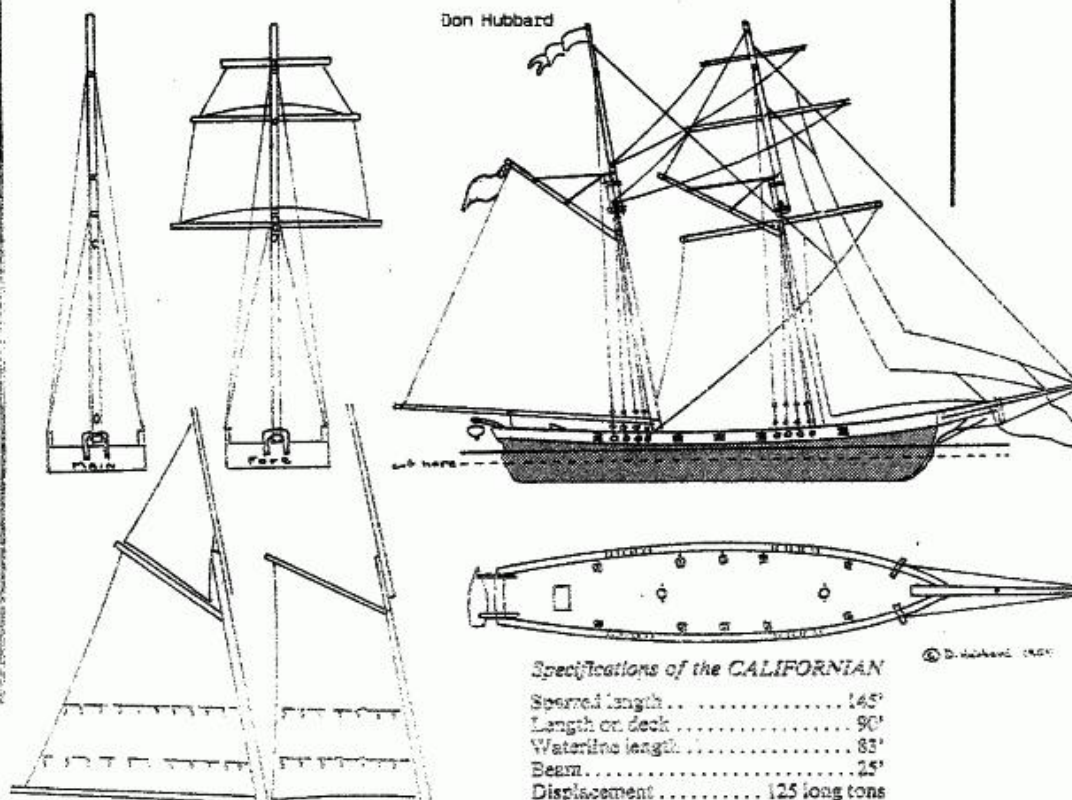
13.

The Best of Bottle Shipwright - #1-1985-pg. 9

THE TOPSAIL SCHOONER CALIFORNIAN

The Californian is a working replica of the 1849 U.S. Coast Guard Revenue Cutter, LAURENCE, which sailed the west coast of the U.S. during the turbulent years of the California gold rush. This new vessel was built in San Diego under the direction of Melbourne Smith - designer of the PRIDE OF BALTIMORE - and was launched in the spring of this year. She is one of the fastest tall ships in the world, capable of speeds of up to 14 knots, and has become the official maritime representative of the State of California.

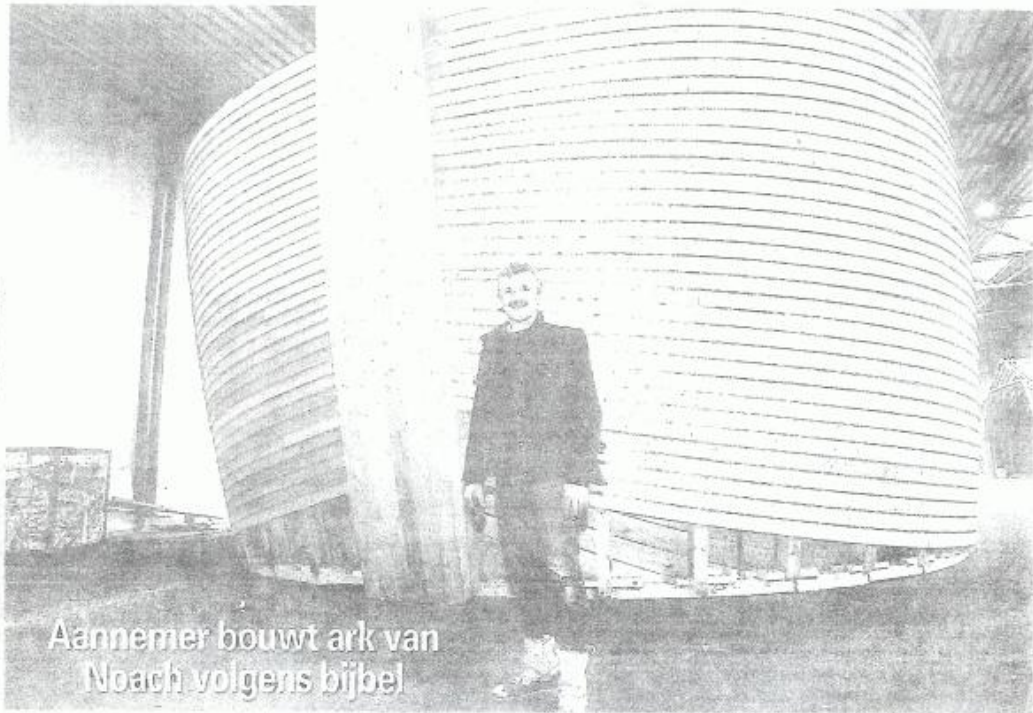
Here are some hints to help you build this model. Turn your masts from bamboo skewers or other sturdy doweling and both tie and glue the upper and lower halves together. Drill all the necessary holes in the built up masts before assembling the model. Cut the hull a bit deeper than the actual waterline to allow the vessel to heel slightly in the bottle. Cement a piece of thread along the sides to separate the white topsides from the lower area. This makes painting easier and neaters the job. Cut small black squares out of black paper to represent the gun ports. Cement the fore and aft gaff sails (foresail and mainsail) to the gaff and not to the mast. This will permit the masts to be collapsed without sail damage or excess wrinkling. The main topsail is cemented to the mast and not the gaff. The forestaysail, jib and flying jib should be cut double and then folded over the stays. The jib (second one in) should not be cemented in place (the other two can be) but allowed to move up and down the line so that the stay can run back through the foremast when the masts are lowered. A touch of cement will anchor it once the masts are raised inside the bottle. Use your imagination, test and retest as you go, pray a lot and don't use bad words. Good luck!



Klaar voor de zondvloed

El Johan
Huibers
volgde de
'instruc-
ties' in de
Willibrord-
vertaling
voor de
bouw van
zijn ark.

FOTO:
MARTIN
MOUW



Aannemer bouwt ark van
Noach volgens bijbel

READY FOR THE DELUGE!

A Dutch contractor Mr. Huibers (he must be crazy) has built a replica of Noah's ark. Length 70 meters, width 9.5 meters and height 12.9 meters. Over 1200 pinetrees were used for the job. Mr. Huibers studied 6 different Bible-translations in order to be able to make the needed construction plans, whereby the 'Willibrord' translation of the Bible was giving the best information about all dimensions. Mr. Huibers plans to sail with his ark the IJsselmeer (former Zuider-zee) and the large rivers of Holland. Within a few years of time he plans to build a new ark, but then according to the exact dimensions, 150 meters long, 25 meters wide and 15 meters high, exactly as described in Genesis.

Bob de Jongste, the Hague, Netherlands.

15.

Firstly a few ideas for those of us who are not perfect and cannot walk on water.

Making a sail is quite time consuming but well worth the effort of being very careful and taking your time on the job. I find it so irritating when I see a lovely model well made and well presented with flat sails and of course the other detail like the flags or pennants flying to the stern of the boat (those of you who have known me for some time will now realize how much dedicated I have become .At one time I would have said 'rear' not stern, progress that's what it is???)

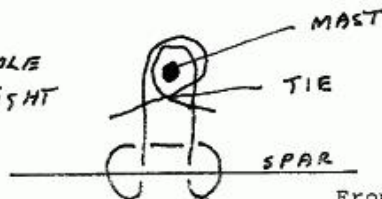
Right then back to the sails. My old idea of using the brown dry skins of onions does produce a good looking sail but most likely you want white sails. Choose a paper you think suitable such as cigarette papers or thin laboratory filter paper, you could even use kitchen towel paper but it is a bit delicate.

Now cut out a slightly larger shape of a sail, you can cut a bit off later if you need to, but you cannot add on. Mark your seams from top to bottom, or if you want to be awkward the bottom to top. Now you will possibly need a table tennis ball, and a marble or some round objects. Also a container to hold water and make up a pad such as French Polishers use to apply the polish, in other words a smooth soft pad. Now put some warmish water in your container then place your sail on the water for a few minutes. Remove it after a given time and place it line side down on the pad and very carefully press the round object, ball etc. on top of the sail pressing it gently into the pad, hold it there for a few minutes then carefully remove ball and then the sail, which is now curved as a sail looks when the wind is blowing into it. Don't be put off if you don't get it perfect the first time you will soon get into the way of doing it.

You may have to cut pieces off the sail to get the size etc that you want, do that when it is dry, not now let the whole lot get perfectly dry then edge your sail with thread not forgetting to leave the lines long at each lower corner for later adjustment of the whole boat setting. The top of the sail now needs to be glued to a spar.

To attach the spar to the mast follow the diagram as I have drawn it for you and tie off at the front of the mast not the back, later a little blob of adhesive will fix your sail when you have set it, at the moment you need all the flexibility you can get. You can if you wish to, add a little more reality by pushing in or making a dent in the sail to make out that the wind has not yet filled the sail.

OF COURSE THE WHOLE
MUST BE MADE TIGHT
BEFORE THE KNOT
IS MADE!



From Duncan Gray via.

Charles Hand.

I decided to make a decorated mount for a gallon jug which will contain a model river steamboat. The wood is walnut. The inlay material is clear casting resin mixed with a white pigment.

ROUTING OUT THE IMAGE: *I resized the various images on my computer, printed them, and taped them where I wanted them to be on the wood. Using the smallest available bur, cut through the paper making an outline of the art in the wood. When that is done remove the rest of the paper and proceed to routing out the image area to a depth of about 1/8 inch. Undercutting the image's outline is not necessary, the resin will bond as firmly as any glue.*

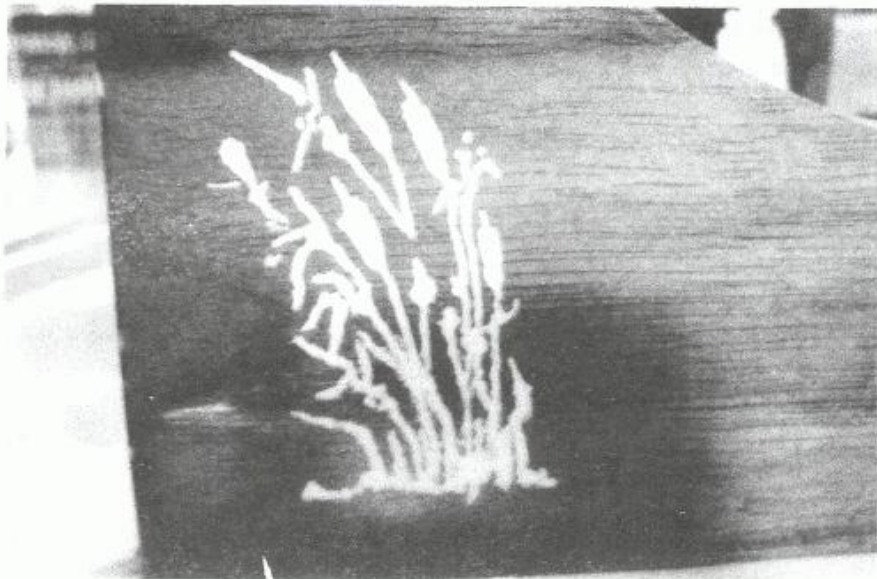
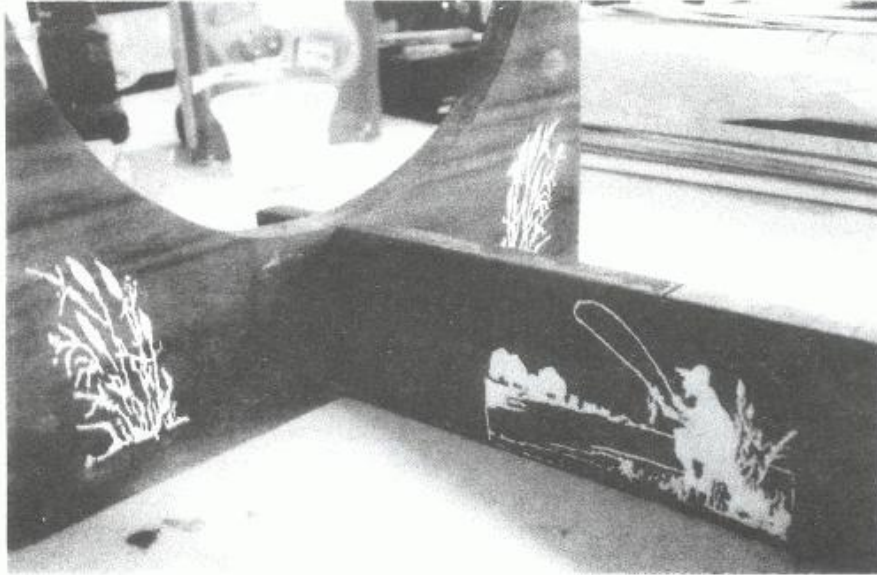
PREPARING THE RESIN: *Pour about an ounce of resin into a glass, metal, or paper (unwaxed) container. Mix in almost twice as much catalyst as the instructions on the product can call for. It is very important that you stir the mixture for a full minute. The pigment may be added at any stage of the stirring. The resin may start hardening in about 5 minutes, so have it poured into the image area before that happens. I repeat; do not mix it in a plastic container, or dispose of the leftovers in a plastic container. This stuff will dissolve plastic.*

FILLING THE IMAGE AREA: *Pour in enough mixed resin to cause some overflow of the image area. If the resin bulges slightly above the level of the wood that is good. Some overflow is necessary, but bear in mind that all of it must be sanded away later on. I poke the resin with a stick a few times to assure that there are no hidden bubbles.*

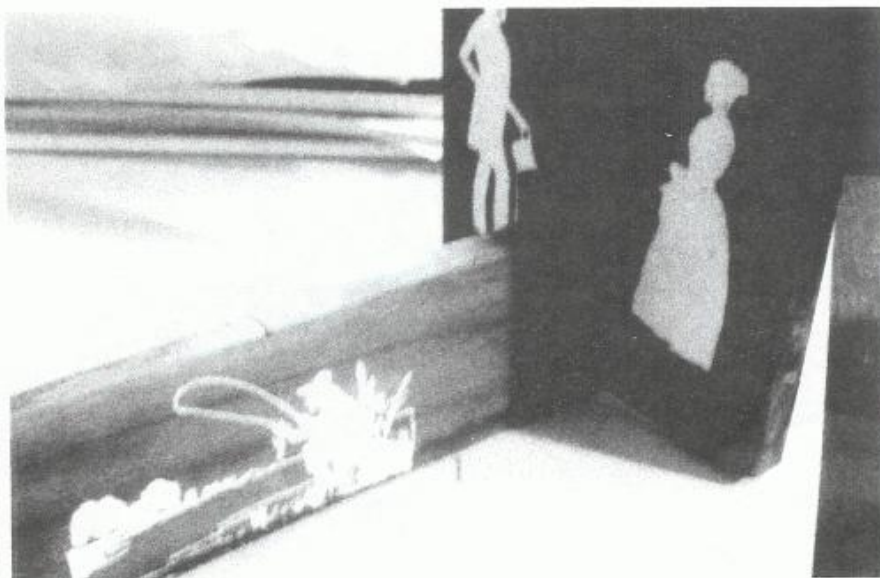
FINISHING: *Wait until the resin has hardened (rock hard). If this has not happened within 2 hours (and by my experience, it doesn't) pre-heat an oven to 200° and bake it for about an hour. Then use a belt or disk sander with coarse grit to remove the excess resin. Don't be afraid the resin will break away from the wood. When the images are sanded down smooth with the surrounding wood you might want to finish with a finer grit. Apply a couple coats of clear varnish and call it finished.*

*Charlie Long
Mission, TX*

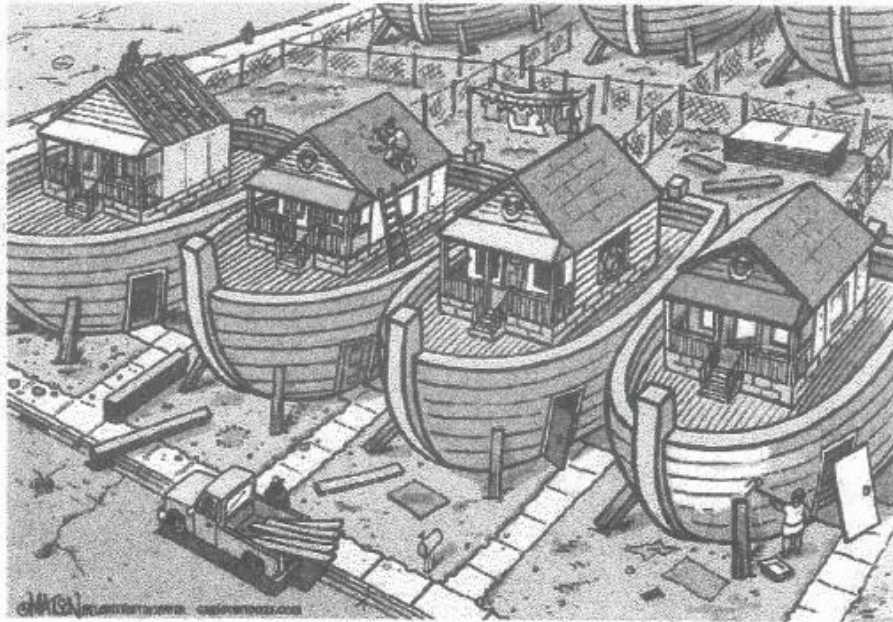
BOTTLE MOUNT INLAY PHOTOS FOR A GALLON JUG.
By Charles Long.



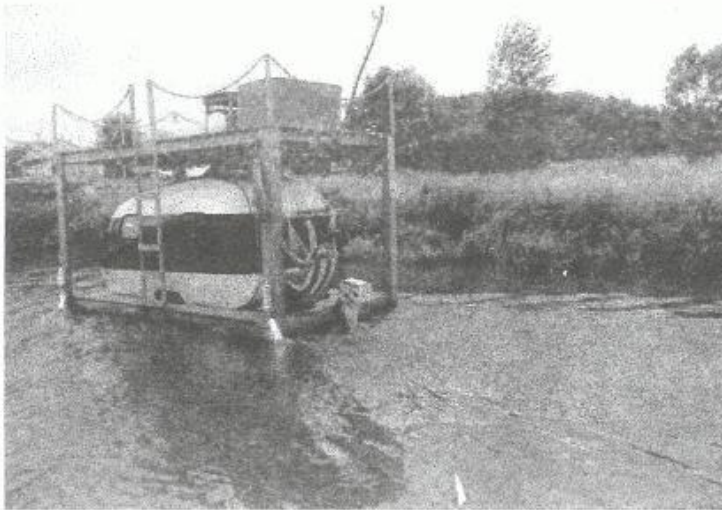
BOTTLE MOUNT INLAY PHOTOS FOR A GALLON JUG
(cont) By Charles Long.



By golly, this does make some sense !! It has worked before.



MORE REALISTIC FEMA GUIDELINES FOR REBUILDING IN NEW ORLEANS



red neck cruise ship.



Gasoline and your Wallet

PERMISSION TO PUBLISH revised 1997

I, _____, hereby grant the Editor of the Bottle Shipwright
permission to publish the enclosed article/manuscript entitled: _____
Photo/s captioned: _____
and written/photographed by: _____

(please print name in full)

Cartoon/s, trademark/s, newspaper/magazine/newsletter articles or photographs,
captioned/entitled, _____
Written/drawn/photographed by: _____

(please print name in full)

I, _____, hereby also grant the Editors of Buddeschiff Express,
(Germany) The Ship Bottlers, (Japan) Rose des Vents, (France) The Bottle Ship,
(European) Welkom aan Boord, (Netherlands) permission to publish the enclosed
article/manuscript entitled: _____

Photo/s captioned: _____
and written/photographed by: _____

Granted, _____ Not granted, _____ indicate yes or no and initial. _____

**IF MATERIAL DID NOT ORIGINATE WITH THE
PERSON SUBMITTING MATERIAL**

Enclosed herewith is the permission slip from the copyright holder to reprint the
article/s, photograph/s, cartoon/s, illustration/s, enclosed.

GENERAL RELEASE

I understand that the Ships-In-Bottles Association of America, and the Bottle
Shipwright, are staffed by unpaid volunteers, and I agree to hold said staff,
blameless/harmless, should my article/ manuscript/photo/cartoon, be libelous or violate any
copyright or trademark rights of any person, corporation or company. I further agree that I
will hold the Ships-In-Bottles Association of America or the Bottle Shipwright
blameless/harmless for any costs, damages, expenses that may result from said libel or
copyright infringement.

Address: _____

City: _____ State: _____ Zip code: _____

Area code and telephone number: _____

Signature: _____ Date: _____

This form must be submitted with any material for publication in The Bottle Shipwright.

Please fill in in ink. You may photocopy for additional materials or contact the editor for
additional forms.



